

Two Benefits Planned for Crash Victim

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WHERE THERE'S A WILL . . . This unidentified youngster took to his bicycle to do what most of his neighbors have been unable to do for the past few days—cross the street. The scene is 232nd Street, just west of Crenshaw Boulevard, and scenes like it have been common throughout the city for the past several days. Several streets have been closed since the storm, which caused the worst flooding in Southern California in more than 30 years, struck for the first time 12 days ago. (Press-Herald Photo)

Damage Slight Here as Storm Hits City Again

Water Blocks Several Major Area Streets

A subtropical Pacific storm which has ravaged the Southland for the past 12 days turned around and hit with renewed fury yesterday — adding another .33 inches of rainwater to an already saturated Torrance area.

The new storm is expected to continue wetting the area through today and already forecasters have discovered another storm center off the Southern California coast. It is due here Thursday.

At the Torrance Municipal Airport, a total of 11.09 inches of rain has been recorded since the first storm clouds broke here Jan. 18. That total does not include any rain which fell after 3:30 p.m. yesterday.

THE SEASON total is now 16.92 inches, nearly double the 8.28 inches recorded Jan. 28, 1968.

While the Torrance area has not suffered nearly as much as other parts of the Southland, the fury of the storm is still evident.

Water has blocked streets throughout the city — Madrona Avenue, 235th Street, 232nd Street, and Sepulveda and Hawthorne Boulevards are among the most serious areas — and turned several large, normally dry areas into small lakes.

The city has spent \$46,000 cleaning up to date.

AT LEAST two mud slides were reported in the Seaside area. A patio room was damaged at 5130 Carol Drive and a 5-by-50-foot section of a bank caved in at 5120 Zakon Road.

A section of South Torrance — Wade Avenue between 232nd and 235th Streets — was evacuated by police Saturday. An emergency center was set up at the Torrance Recreation Center and some 100 persons stayed there for a time.

Generally, the flooding is the most serious here in several years. Property damage in Torrance has been minimal, but some \$123 million in property damage has been reported throughout Southern California.

NEARLY 100 persons — including one Torrance teacher

killed Jan. 18 in an automobile accident — have lost their lives because of the storm.

Streets closed in the city include Hawthorne Boulevard between Del Amo Boulevard and 186th Street, Madrona Avenue between Monterey Street and Sepulveda Boulevard, Arlington Avenue and 231st Street, 232nd and 235th Streets west of Crenshaw Boulevard, and Sepulveda Boulevard between Pennsylvania and Arlington Avenues.

Several intersections have been closed for short periods of time.

Capital Budget Okayed

The City Council last night approved in principle the 1968-69 Capital Improvement Program recommended by City Manager Edward J. Ferraro. However, individual items must be approved separately at a later date before the money may actually be spent.

Ferraro recommended that the city appropriate \$190,000 from the general fund unappropriated surplus, \$34,000 from the general fund reserve for opening 232nd Street, and \$55,000 from the Parks and Recreational Facilities Fund for local-financed projects, for a total of \$279,000.

PROJECTS to be paid for from this amount include an additional amount for the city hall addition, \$27,000; a site acquisition payment for Hickory Park, \$25,000; an air circulation system improvement for the Recreation Center Building, \$40,000; a street and storm drain design for the urban renewal area, \$20,000; and the opening of 232nd Street from Arlington Avenue west, \$75,000.

The council also approved in principle projects such as select system streets, traffic signals, and storm drains to be financed from gas tax funds. Tax available for the projects is estimated at \$1,697,495.

THIS FIGURE would cover the improvement of Anza Avenue from 238th to Newton Street, \$155,000; drainage and traffic control for the vicinity of Carson and Anza Avenue, \$154,000; the improvement of Crenshaw Boulevard between 236th Street and Pacific Coast Highway, \$142,000; and between Del Amo Boulevard to 190th Street, \$165,000; and many others.

Largest item to be financed out of state gas tax funds is the opening of Prairie Avenue from 190th Street to Del Amo Boulevard, \$255,000.

FERRARO also recommended that \$200,200 reserved for Civic Center development be retained in the general fund until precise methods of financing the projects are determined. He urged that the feasibility study for proposed Columbia Park continue.



MAKING PLANS . . . Discussing plans for the 1969 Miss Torrance Pageant, to be conducted here April 15, are (from left) Bill Ritchie, director of the pageant for the Torrance Jaycees; Etta Cumiford, Torrance princess; Phil Shaeffer, co-director; and Sharon Kay Terrill, reigning Miss California. Sharon began her search for the Miss California title last March when she was named Miss Torrance of 1968. Deadline for entries is March 15. The local pageant is an official preliminary to the Miss America Pageant. (Press-Herald Photo)

Nollac Case

Soil Engineer on Stand in Hearing

Uncompacted soil in its natural state was termed "unsuitable for building" Monday night when soil engineer Gerald Gorian took the witness stand in the misconduct hearings against suspended City Engineer Walter M. Nollac.

Gorian, however, made it clear to members of the Civil Service Commission that the term "unsuitable" did not necessarily mean "unbuildable." Gorian further declined to comment on whether or not Nollac had abused his powers of discretion in waiving a 90 per cent soil compaction standard for a local land development company.

Nollac is accused, among other things, of waiving this soil standard for South Bay Realty Co. An officer of the company, Kenneth Battum, jointly owned a pleasure boat with Nollac.

CITY MANAGER Edward J. Ferraro, who is bringing the charges against Nollac, contends in his list of charges that Nollac accepted "favours" regarding the upkeep of the boat in exchange for "favours" to Battum's land interest in waiving city standards.

In the third day of testimony, soil engineer Gorian faced questions from both Walter N. Anderson, attorney for Ferraro, and Walter H. Young, attorney for Nollac.

Gorian testified that he was the soil engineer from Western Laboratories assigned to analyze the soil in Tract 22851. He said he conducted the preliminary soil investigation and supervised the grading work.

GORIAN SAID he recommended 90 per cent compaction for all soil within the tract. His

recommendations were approved by Nollac. Letters were sent to the development company stating the necessity for compaction.

However, a meeting was held on or about July 29, 1965, Gorian said, which was attended by Nollac, Battum, himself, and others, at which it was decided that the import soil (where the houses would be built) would be compacted to 90 per cent but the native soil would not have to be completely compacted.

According to Ferraro's charges, this meeting took place just two days after Nollac had sealed the boat partnership with Battum.

Attorney Anderson asked Gorian if a sidewalk, for instance, could be constructed on soil with a mere 85 per cent compaction. Gorian replied that experience indicates it would not work out.

Gorian also testified that he could see no reason why compaction could be achieved on a portion of a lot and not on the whole lot. He added it would cost a homeowner more to build, say, an additional room on the house on uncompacted soil because the foundation would have to be heavier.

Under cross-examination from attorney Young, Gorian indicated that the adobe-type soil (See NOLLAC, Page A-2)

Theater Group, Teenage Band Schedule Benefits

A teenage rock 'n' roll group and a theater company are offering their talents to help Pam Fischer, the 18-year-old Torrance girl severely injured in a traffic collision Nov. 4. Miss Fischer has been hospitalized ever since and still requires extensive medical treatment.

The rock group, called The Symbols of Time, will hold a benefit dance for Miss Fischer Friday at the Torrance Recreation Center. The first session, for seventh and eighth graders, will be held from 7 to 9 p.m. Older teens may attend the later session, which will last until midnight.

GORIAN SAID he recommended 90 per cent compaction for all soil within the tract. His

proceeds will help defray Miss Fischer's medical expenses.

Members of the Symbols of Time, all former classmates of the victim at Torrance High School, are Larry Herrera, Susan Allen, Mike Denler, Dave Baker, Dave Pack, Tom Crocier, Bill Koehler, Don Carpenter, and Tom Butterfield.

Also planning a benefit performance is the Chapel Theatre group in Lomita. Players will present a special production of their current play, "Everybody Loves Opal," Thursday, Feb. 6, at the playhouse, 2222 Lomita Blvd.

FEATURED in the production are Patricia Lester as Opal, Murray Rubin as Sol, Ron Scar-

lata as Brad, Lory Hansen as Gloria, Arlyn Ehmsen as the doctor, and Ron Remington as the policeman.

Regular performances are also slated Fridays and Saturdays, 8:30 p.m., and Sundays at 8 p.m., until Feb. 15.

A native of Torrance, Pam Fischer graduated among the top 15 students with the June, 1968, class at Torrance High. She was chosen "Miss Fashion" that year since she designs and creates most of her clothing. She was active in Job's Daughters and filled her leisure hours with painting and hand crafts.

Pam is the daughter of Torrance Police Lieutenant and Mrs. Mickey Fischer.

Renewal Area Won't Bring Jet Age to City Airport

(Editor's Note: This is the fourth in a series of articles which the Press-Herald will publish delving into the history, development, and future of the Torrance Municipal Airport. Future articles will examine the attitudes of city officials and area residents toward the airport, as well as the potential development of the facility.)

By NATALIE HALL
Press-Herald Staff Writer

The Meadow Park Urban Renewal Project is not likely to change the character of the Torrance Municipal Airport.

In a sneak preview of what the project will be when completed, project director Lawrence P. Irwin banished the idea that the proposed light industrial park will usher in the jet age in Torrance and hasten the advent of commuter airlines.

In the first place, Irwin said, only six sites out of the 32 proposed sites in the project area will have direct access to taxilanes. Plane owners on other sites will have to "dead-tow" their crafts to the taxilanes before preparing for take-off.

Of the 83 companies seriously interested in "project sites," only eight would require direct air facilities to accommodate corporate aircraft, Irwin said.

AND OF these eight companies, he continued, not one showed the slightest dismay when they learned of the City Council's firm policy against commuter and freight planes. It appears that most companies owning planes use them for transporting top executives on business trips, and not for shipping products.

As an interesting sidelight, Irwin added that most of the airport-oriented companies he's been in contact with fly conventional aircraft, not jets.

Located at the west end of the Torrance Municipal Airport, the proposed industrial park will welcome commercial and light industrial firms. Irwin underlined the fact that no heavy manufacturing or warehouse operations will be allowed into the park. Also excluded will be any operations involving unpleasant smells or noises.

IRWIN IS as surprised as

anyone about the tremendous number of firms which have shown an interest in park sites. The list of interested firms doesn't even include all those unsuitable operations which have been turned away.

Although the actual names of interested companies are strictly confidential, Irwin notes that they represent a wide variety of fields. They include several space systems firms; manufacturers of integrated circuitry, heat implements, drugs precision equipment, glass truss, and gaskets; aircraft com-

(See AIRPORT, Page A-2)

Conference Set At Skills Center

The Southern California Regional Occupational Center will be the focus of attention at a statewide conference on regional occupational centers Friday.

The day-long conference will be held at the Center, 2300 Crenshaw Blvd. It is sponsored by the California Association of Secondary School Administrators (CASSA).

Highlight of the program will be a panel discussion featuring Bert M. Lynn, president of the SCROC board and a member of the Torrance Board of Education; Dr. Thomas Woods, superintendent of the Palos Verdes Unified School District; Hal Wetzler, principal of Hawthorne High School; Gene Thorne, counselor at Rolling Hills High School; and James Perry, an instructor at the Center.

Members of the panel will hold a question and answer period following their individual presentations.

Other reports and presentations will deal with the formation of the joint-powers board which operates the center, legislation affecting regional occupational centers, and future plans for SCROC.

Arthur Suches, manager of Instructional Media and Systems, will discuss dial access information retrieval systems at a luncheon meeting.

Guests also will tour the center and hear a report from Layton Bowman, SCROC business manager, on financing for regional occupational centers. The conference will be repeated Friday, March 20.